

पीसीएमसी-निगडी मेट्रो रेल्वे कॉरीडॉर-१ए  
प्रकल्पाच्या अंमलबजावणी संदर्भात करावयाच्या  
त्रिपक्षीय सामंजस्य करारनाम्याच्या (MoU)  
सुधारीत प्रारुपास व करारनामा करण्यास मान्यता  
देण्याबाबत.

महाराष्ट्र शासन  
नगर विकास विभाग  
शासन निर्णय क्रमांक : पीआरडी-३३२३/प्र.क्र.१४२/नवि-७,  
मंत्रालय, मुंबई ४०० ०३२.  
दिनांक : १२ ऑगस्ट, २०२४.

संदर्भ:-

- १) नगर विकास विभाग, शासन निर्णय क्रमांक: पीआरडी-३३१९/प्र.क्र.०६/नवि-७,  
दिनांक २५ फेब्रुवारी, २०२३.
- २) समक्रमांकाचा दि.१८ मार्च २०२४ रोजीचा शासन निर्णय

प्रस्तावना :-

पिंपरी-चिंचवड मनपामार्फत प्रस्तावित करण्यात आलेल्या पुणे मेट्रो मार्गिका क्र.१ (पिंपरी-चिंचवड ते स्वारगेट) या मार्गिकेचा विस्तार पी.सी.एम.सी. ते निगडी (कॉरिडॉर-१ए) या ४.४१३ कि.मी. लांबीच्या व रु. १०४८ कोटी खर्चाच्या प्रकल्पाच्या खर्चाची महामेट्रोमार्फत अंमलबजावणी करण्यास दिनांक २ मार्च, २०१९ रोजीच्या शासन निर्णयान्वये राज्य शासनाची मंजूरी देण्यात आली होती. सदर प्रकल्पाचा सविस्तर प्रकल्प अहवाल तांत्रिक व आर्थिक पडताळणीसाठी केंद्र शासनाच्या गृहनिर्माण व नागरी व्यवहार मंत्रालय, नवी दिल्ली यांच्याकडे दिनांक २०.०३.२०१९ रोजीच्या पत्रान्वये सादर करण्यात आला होता. यासंदर्भात केंद्र शासनाच्या प्रकल्पासाठी आवश्यक रोलिंग स्टॉकच्या कार्स/कोचेस मध्ये बचत करून तसेच मेट्रो रेल पॉलिसी, २०१७ नुसार केंद्र शासनाकडून १०% अनुदान पर्यायांतर्गतील केंद्र शासनाच्या सूचना विचारात घेऊन सदर प्रकल्पाचा सुधारित रु.९४६.७३ कोटी खर्चाचा प्रस्ताव दि. १२.०३.२०२१ रोजीच्या शासन निर्णयाद्वारे राज्य शासनाची मान्यता प्रदान करून केंद्र शासनास मान्यतेकरिता सादर करण्यात आला होता. सदर प्रस्तावावर केंद्र शासनाने दि.०९.०४.२०२१ रोजीच्या पत्रान्वये राज्य शासनाने तसेच राज्य शासनाच्या वतीने पिंपरी चिंचवड महानगरपालिकेने वहन करावयाचा समभाग हा अनुदान स्वरूपात दर्शविण्यात यावा, तसेच सदर प्रकल्पासाठी दर्शविलेल्या मेट्रो रेल्वेगाड्यांच्या आवश्यकतेबाबत पुनर्विचार करावा, असे सुचित केले होते. केंद्र शासनाच्या सूचना विचारात घेऊन शासनाच्या दि.२३.०२.२०२२ रोजीच्या पत्रान्वये मूळ मंजूर प्रकल्प पुर्णत्व खर्च रु.९४६.७३ कोटी च्या मर्यादेत रु.९११.१२ कोटी किंमतीचा अद्ययावत प्रस्ताव केंद्र शासनास सादर करण्यात आला होता. पीसीएमसी-निगडी मेट्रो कॉरीडॉर-१ए या रु.९१०.१८ कोटी किंमतीच्या प्रकल्पाची महामेट्रोमार्फत अंमलबजावणी करण्यास केंद्र शासनाने दिनांक २३.१०.२०२३ रोजीच्या पत्रान्वये मंजूरी प्रदान केली आहे.

केंद्र शासनाच्या मान्यतेमध्ये समाविष्ट अटींच्या अनुषंगाने केंद्र शासन, राज्य शासन व महाराष्ट्र मेट्रो रेल कॉर्पोरेशन लि. यांच्या दरम्यान करावयाचा त्रिपक्षीय सामंजस्य करारनाम्याचा मसूदा महामेट्रोने दिनांक ३०.१०.२०२३ रोजीच्या पत्रान्वये मान्यतेकरिता शासनास सादर केला होता. त्यानुसार महामेट्रोद्वारे सादर पीसीएमसी-निगडी मेट्रो कॉरीडॉर-१ए प्रकल्पाच्या अंमलबजावणीकरीता केंद्र शासन, राज्य शासन आणि महामेट्रो यांच्यामध्ये करावयाच्या सामंजस्य करारनाम्याच्या प्रारूपास तसेच करारनामा करण्यास दि.१८ मार्च, २०२४ रोजीच्या शासन निर्णयाद्वारे मान्यता देण्यात आली होती. तथापि, सदर सामंजस्य करारनाम्याच्या संदर्भात केंद्र शासनाकडून प्राप्त सूचनांनुसार पीसीएमसी-निगडी मेट्रो कॉरीडॉर-१ए प्रकल्पाच्या अंमलबजावणीकरीता केंद्र शासन, राज्य शासन आणि महामेट्रो यांच्यामध्ये करावयाच्या सामंजस्य करारनाम्याच्या सुधारीत प्रारूपास राज्य शासनाची मान्यता देण्याची बाब शासनाच्या विचाराधीन होती. या संदर्भात शासनाने पुढीलप्रमाणे निर्णय घेतला आहे.

### शासन निर्णय :-

पीसीएमसी-निगडी मेट्रो कॉरीडॉर-१ए प्रकल्पासाठी केंद्रशासन, राज्यशासन व महाराष्ट्र मेट्रो रेल कॉर्पोरेशन लि. यांच्या दरम्यान करावयाच्या सोबतच्या **परिशिष्ट-अ** येथील त्रिपक्षीय सामंजस्य करारनाम्याच्या **सुधारीत** प्रारूपास तसेच सदर करारनामा करण्यास या शासन निर्णयाद्वारे मान्यता प्रदान करण्यात येत आहे.

करारनाम्यासंदर्भातील इतर अटी व शर्तीसंदर्भातील तरतूदी संदर्भाधीन क्रमांक २ येथील दि.१८ मार्च, २०२४ रोजीच्या शासन निर्णयाप्रमाणे असतील.

सदर शासन निर्णय महाराष्ट्र शासनाच्या [www.maharashtra.gov.in](http://www.maharashtra.gov.in) या संकेतस्थळावर उपलब्ध करण्यात आला असून त्याचा सांकेतांक २०२४०८१२१२५३०८४१२५ असा आहे.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने,

(विजय चौधरी)  
सह सचिव, महाराष्ट्र राज्य

प्रति,

मा. राज्यपाल, महाराष्ट्र राज्य, यांचे सचिव.

मा. मुख्यमंत्री यांचे अपर मुख्य सचिव, मंत्रालय, मुंबई ४०० ०३२.

मा. उपमुख्यमंत्री (गृह) यांचे सचिव, मंत्रालय, मुंबई ४०० ०३२.

मा. उपमुख्यमंत्री (वित्त) यांचे प्रधान सचिव, मंत्रालय, मुंबई ४०० ०३२.

मा. मुख्य सचिव, महाराष्ट्र शासन, मंत्रालय, मुंबई ४०० ०३२.

अपर मुख्य सचिव (वित्त), वित्त विभाग, मंत्रालय, मुंबई ४०० ०३२.

अपर मुख्य सचिव (व्यय), वित्त विभाग, मंत्रालय, मुंबई-४०००३२.

प्रधान सचिव (नवि-१), नगर विकास विभाग, मंत्रालय, मुंबई ४०० ०३२.

प्रधान सचिव (नवि-२), नगर विकास विभाग, मंत्रालय, मुंबई ४०० ०३२.

प्रधान सचिव, नियोजन विभाग, मंत्रालय, मुंबई ४०० ०३२.

प्रधान सचिव, विधी व न्याय विभाग, मंत्रालय, मुंबई ४०० ०३२.

सचिव (वि.सु), वित्त विभाग, मंत्रालय, मुंबई-४०००३२.

व्यवस्थापकिय संचालक, महाराष्ट्र मेट्रो रेल कॉर्पोरेशन लि. (महामेट्रो) नागपूर.

विभागीय आयुक्त, पुणे तथा अध्यक्ष, पुणे एकिकृत महानगर परिवहन प्राधिकरण, पुणे.

पोलिस आयुक्त, पिंपरी-चिंचवड आयुक्तालय.

आयुक्त, पिंपरी-चिंचवड महानगरपालिका

जिल्हाधिकारी, पुणे.

महाव्यवस्थापक, पुणे महानगर परिवहन महामंडळ मर्यादित, पुणे.

निवड नस्ती (नवि-७).

**PCMC – NIGDI METRO RAIL PROJECT (Extension of Corridor-1 of Pune Metro Phase-1)**

**MEMORANDUM OF UNDERSTANDING (MoU)**

**Between**

**Government of India (GoI), Government of Maharashtra (GoM) and  
Maharashtra Metro Rail Corporation Limited. (MAHA METRO)  
(Formerly known as Nagpur Metro Rail Corporation Limited)**

This Memorandum of Understanding (hereinafter referred to as MoU) is made  
at .....on .....day of .....2024.

**BETWEEN**

1. The President of India, exercising executive powers of the Government of India, (hereinafter referred to as "GoI") (which expression shall unless repugnant to the context or meaning thereof includes his executors and official assignee) represented by the Secretary to Government of India, Ministry of Housing and Urban Affairs having Office at Nirman Bhawan, New Delhi, of the First Part;

**AND**

2. The Governor of State of Maharashtra exercising executive powers of the Government of Maharashtra, (hereinafter referred to as "GoM") (which expression shall unless repugnant to the context or meaning thereof includes his executors and official assignee) represented by the Chief Secretary, Government of Maharashtra, having Office at Mantralaya, Mumbai, Maharashtra of the Second Part;

**AND**

3. Maharashtra Metro Rail Corporation Limited, (Formerly known as Nagpur Metro Rail Corporation Limited), (herein after referred to as "MAHA METRO" or "the Company" or "SPV") a company incorporated under the Companies Act, 2013 on 18<sup>th</sup> February, 2015 presently a Joint Venture Company of GoI and GoM within the meaning of the Companies Act, 2013) (which expression shall unless repugnant to the context or meaning thereof includes his executors and official assignees) represented by its Managing Director, having Registered Office at "Metro Bhavan", VIP Road, Near Deekshabhoomi, Ramdaspeth, Nagpur 440 001 of the Third Part.

**1.0 PREAMBLE**

- 1.1 Government of India (GoI) on 09.01.2017 had approved the implementation of the Pune Metro Rail Project Phase 1 in two corridors i.e. Corridor 1: PCMC to Swargate of 16.589 km in length and Corridor 2: Vanaz to Ramwadi of 14.665 km in length totaling 31.254 km with 31 stations at the completion cost of ₹ 11,420 Crore. However, due to change in alignment between Yerwada Station and Ramwadi Station & Relocation of Budhwarpeth UG Station, the total length of corridors has increased to 33.284 km. The Phase I is partially



operational since 06<sup>th</sup> March 2022 for about 12 Kms and 01<sup>st</sup> August 2023 for about 11.66 Kms.

- 1.2 In order to provide a logical extension of existing Corridor-1 of Pune Metro Rail Project Phase-1 towards north and to increase ridership in metro corridor of Pune Metro Rail Project Phase-1, PCMC – Nigdi Project (Extension of Corridor-1 of Pune Metro Phase-1) has been sanctioned by Govt. of India vide its letter No. K-14011/21/2019-MRTS-II dated 23.10.2023. Prior to Gol's approval, Govt. of Maharashtra had also given its approval for PCMC – Nigdi Project (Extension of Corridor-1 of Pune Metro Phase-1) (hereinafter referred to as 'Project') and forwarded the proposal to Gol for its scrutiny and approval vide Letter No. PRD-3319/CR-06/UD-7 dated 25.02.2022. The project envisages extension of the existing Corridor-1 of Pune Metro Rail Project Phase-1 towards north covering total length of 4.413 km with 3 elevated Stations.
- 1.3 The total completion cost of the Project will be ₹ 910.18 Crore with the contribution of Government of India (Gol) in the form of Grant and Senior Term Debt as per Financing Pattern contained in Para 5 of the Gol order No. K-14011/21/2019-MRTS-II dated 23.10.2023 as detailed below (Table-1):

**Table 1:**  
**Financing Pattern**

Sr No	Sources	Amount (₹ in Cr)	% Share
1	Grant by Gol	67.02	10.0%
2	Grant by PCMC	121.97	18.2%
3	Grant by GoM	79.08	11.8%
4	Soft Loan from bilateral/multilateral funding agencies/Other Financial Institutions	402.11	60.0%
5	Total (1+2+3+4)	670.18	100.0%
6	SD for State Taxes, Central Taxes & Duties by GoM	90.63	
7	Contribution by PCMC for Land, R&R, IDC, etc.	137.88	
8	Total (5+6+7)	898.68	
9	PPP Component	11.50	
10	Total (8+9)	910.18	

- 1.4 The Project will be implemented as a Central Sector Project and will be implemented through the Executing Agency, i.e. MAHA METRO which is a Special Purpose Vehicle (SPV) for the implementation of the project with Gol and GoM being the joint promoters with equal equity holding. The above sanction letter of Gol dated K-14011/21/2019-MRTS-II dated 23.10.2023 is appended as Annexure – 'A' and forms part and parcel of MoU. Any further extensions or phases of Pune Metro Rail Project as approved by Government of India from time to time will also form part and parcel of this MoU. The MoU dated July, 2017 between the parties herein, concerning Pune Metro Rail Project Phase-1 shall also be read in conjunction with this MoU.

1.5 In this context, Gol, GoM and MAHA METRO deem it necessary and expedient to record their understandings, commitments, obligations, covenants, and their interfaces in the form of this MoU.

1.6 Now, it is hereby agreed between Gol, GoM and MAHA METRO as follows: -

## **2.0 DEFINITIONS AND INTERPRETATIONS**

2.1 In this MoU:

- a) The paragraph headings and numberings are for convenience only and shall be ignored in the interpretation of this MoU;
- b) The singular includes the plural and vice versa;
- c) Reference to any agreement, enactment, ordinance or regulation includes any amendment, modification or replacement thereof or supplement thereto, in whole or in part;
- d) Reference to Articles, Paragraphs, Sub-paragraphs, Schedules and Appendices, are, unless the context otherwise requires, references to Articles, Paragraphs, Sub-paragraphs, Schedules and Appendices, respectively, of this MoU;
- e) The words include and including among other things shall be deemed to be followed by "without limitation" or "but not limited to" whether or not they are followed by such phrases or words of like import;
- f) The reference to a "person" and words denoting natural persons shall include partnerships, firms, companies, corporations, joint ventures, trusts, associations, organizations and other entities; and
- g) The Annexures and Schedules to this MoU form an integral part of this MoU and will be in full force and effect as though they were expressly set out in the body of this MoU;

## **3.0 TERM**

3.1 This MoU shall be effective and continue to be valid till such time the Gol holds equity in MAHA METRO and the debt from the Gol including the debt from any international financing agency whose repayment has been guaranteed by the Gol, is repaid in full. It is also understood, that this MoU can be further extended by mutual consent of GoM and Gol.

## **4.0 OBJECT & SCOPE**

4.1 The object of this MoU is to set out the broad principles of cooperation and modalities that will guide and govern the role of the Parties in the effective implementation of the said Project in accordance with the Sanction Order No. K-14011/21/2019-MRTS-II dated 23.10.2023, issued by MoHUA and revised approval of GoM issued vide G.R. No. PRD-3319/CR-06/UD-7 dated 16.03.2024.

## **5.0 DESIGN AND TECHNOLOGY**

5.1 The design and technology of the system to be implemented will be in accordance with the details contained in Detailed Project Report (DPR) as approved by GoM and Gol, subject to such modifications as may be approved by the Board of MAHA METRO or Gol as per the extant norms.

## **6.0 INSTITUTIONAL ARRANGEMENT**

6.1 The Project shall be implemented by the existing special purpose vehicle (SPV) namely MAHA METRO.

## **7.0 LEGISLATION**

7.1 Legal framework for the PCMC – Nigdi Project to be taken up by MAHA METRO under the Metro Railways (Construction of Works) Act, 1978, the Railways Act 1989 and the Metro Railways (Operation and Maintenance) Act, 2002, as amended by Metro Railways (Amendment) Act, 2009 or such amendments or legislation made from time to time.

## **8.0 PROJECT IMPLEMENTATION PERIOD**

8.1. The completion period of the project shall be three years and three months from the date of sanction of the project as mentioned in the terms and conditions of sanction of the project by Gol.

## **9.0 COST OF THE PROJECT**

9.1 The total completion cost of the Project shall be ₹ 910.18 Crore (Rupees Nine Hundred and Ten crores and Eighteen Lakhs only) ("Project Cost") including escalation, central taxes and duties, state taxes, land cost, Interest During Construction and Public Private Partnership Component as per the benchmarking norms firmed up by MoHUA. The break-up of the various components of the total project cost of ₹ 910.18 Crore is as under:-

*Table 2: Component Wise Cost Break up*

S. No.	ITEM	TOTAL AMOUNT (in ₹ Cr)
1	Alignment & Formation	163.28
2	Station Buildings	
	a) Cost of civil structure (Including cost of one FOB)	80.68
	b) E&M Cost (Including Lift and Escalator)	24.00
3	Maintenance Depot	12.88
4	P-Way for main line and depot	29.13
5	Traction and Power Supply	33.10
6	Signalling	27.92
7	Telecommunication	13.50
8	Rolling Stock	120.00
9	Multi Modal Integration	9.00
10	Cost of Security	1.11
11	Environment cost	1.79
12	Utility Shifting	26.48
13	<b>Total Cost at FY 2019 price level (Excluding Land, R&amp;R, General Charges, Contingencies, Central &amp; State Taxes)</b>	<b>542.86</b>
14	General Charges @ 5%	27.14

S. No.	ITEM	TOTAL AMOUNT (in ₹ Cr)
15	Contingencies @ 3 % on all items except land and R&R	16.29
16	<b>Total Cost at FY 2019 price levels incl. General Charges and Contingencies (Excluding Land, R&amp;R, Central &amp; State Taxes)</b>	<b>586.29</b>
17	Central and State Taxes @ FY 2019 Price Level	79.28
18	<b>Total Cost incl. General Charges, Contingencies, Central and state Taxes @ FY '19 Price Levels (Excl. Land and R&amp;R)</b>	<b>665.57</b>
19	Land	72.81
20	R&R	41.62
21	<b>Total Cost incl. General Charges, Contingencies, Central and state Taxes @ FY '19 Price Levels (Incl. Land and R&amp;R)</b>	<b>780.00</b>
22	Escalation at 5 % per annum on the above (S. No: 21)	107.66
23	<b>Total Completion Cost incl. Land and R&amp;R Costs</b>	<b>887.66</b>
24	Interest During Construction (IDC)	11.02
25	<b>Total Completion cost including IDC</b>	<b>898.68</b>
26	PPP component	11.50
27	<b>Total Completion Cost</b>	<b>910.18</b>

## 10.0 PROJECT FINANCING

- 10.1** The financing of the Project would be done through a mix of grant from Gol, GoM and PCMC, interest-free sub-ordinate debt from GoM and senior term debt/ Pass Through Assistance (PTA) {including borrowing from bilateral or any other multilateral / international /domestic financial institution } as detailed in Clause 1.3 above.
- 10.2** Gol, GoM and GoM through PCMC would contribute over the project period, a sum of ₹ 67.02 crores (Rupees Sixty Seven Crore and Two Lakhs Only) and ₹ 79.08 crores (Rupees Seventy Nine Crores and eight Lakhs only and ₹ 121.97 Crores (Rupees one hundred Twenty One Crores and Ninety Seven Lakhs only) respectively in the form of Grant aggregating to ₹ 268.07 crores (Rupees Two Hundred and Sixty Eight Crore and Seven Lakhs Only).
- 10.3** The Subordinate debt towards central taxes, State taxes, and duties of ₹ 90.63 Crores (Rupees Ninety crores and Sixty Three Lakhs only) would be contributed by GoM.
- 10.4** Pass Through Assistance from multilateral and bilateral development agencies would be limited to ₹ 402.11 crores (Rupees Four Hundred and Two Crore and Eleven Lakhs Only). External funding shall be on back-to-back basis as per standard arrangement of the Department of Economic Affairs (DEA).
- 10.5** The Gol financial support for the project shall be ring-fenced to ₹ 67.02 crores (Rupees Sixty Seven Crore and Two Lakhs Only), being 10% of



the current total project completion cost (excluding land acquisition cost, R&R, State & Central taxes and duties, IDC, PPP component).

10.6 GoM through PCMC shall provide cost for Land including R&R cost and Interest during Construction (IDC) to the tune of ₹ 137.88 crores (Rupees One hundred Thirty Seven crores and Eighty Eight Lakhs only) as contribution towards funding.

10.7 GoI share will not be released till the tripartite MoU is signed.

## **11.0 COST ESCALATION**

11.1 Government of India (GoI) will provide financial support to the project in the form of Grant amounting to ₹ 67.02 crore (completely ringfenced to 10% of the estimated completion cost of the project excluding land acquisition cost, R&R, state and central taxes & duties, IDC, PPP component).

11.2 Any subsequent cost escalation due to price escalation or exchange rate variation leading to increase in the cost of the project within or beyond the approved project time limit, inclusion of any item not referred to in DPR and also any other cost escalation due to change in scope or avoidable delay beyond the approved time cycle shall be borne/met/arranged by GoM. As per Metro Rail Policy 2017 land and R&R cost will be borne by the Govt. of Maharashtra.

## **12.0 OBLIGATIONS OF GoM**

12.1 GoM shall bear the cost of land acquisition, resettlement and rehabilitation (R&R) including escalation as per Metro Rail Policy 2017, Any subsequent cost escalation due to price escalation, hedging cost or exchange rate variation leading to increase in the cost of the project within or beyond the approved project time limit, inclusion of any item not referred to in DPR and also any other cost escalation due to change in scope or delay beyond the approved time cycle shall be borne/met/arranged by GoM.

12.2 GoM may rework the DPR on realistic basis with adequate deliberation on the issues, if any, raised by various stakeholders before going ahead with implementation to ensure sustainability of the project.

12.3 Government of Maharashtra (GoM) would ensure price-based measures to promote and facilitate metro rail rider-ship, as part of an integrated traffic rationalization plan and Comprehensive Mobility Plan (CMP) for Pune Metropolitan region with a view to ensure that the projected rider-ship is realized. There will be no liability on the part of the Government of India (GoI) if the ridership does not materialize and/or the project does not make adequate profits/surplus.

12.4 To grant and cause its Instrumentalities to accord all necessary approvals, consents, clearances, sanctions, etc., as are necessary for the smooth and timely implementation of the Project subject to all applicable laws and Rules and Regulations in force from time to time.

- 12.5 To provide Grant as approved by the GoI totaling ₹ 201.05 crore (Rupees Two Hundred One Crore and Five Lakhs Only) and release the Grant before senior term debt/ PTA is drawn to the extent possible with the objective of minimizing the interest burden on the Project.
- 12.6 To provide the subordinate debt of ₹ 90.63 crores (Rupees Ninety crores and Sixty Three Lakhs only) for utilization of Maha Metro before taking recourse to senior debt / PTA to the extent possible for minimizing the interest burden on the Project. In addition, GoM through PCMC shall provide additional contribution for Land and R&R, Interest During Construction to the tune of ₹ 137.88 crore (Rupees One hundred and Thirty Seven Crore and Eighty Eight Lakhs only) towards funding.
- 12.7 To arrange national (from sources other than GoI budget/bilateral/multilateral) financing at a time and with a partner of its choice, in consultation with Department of Economic Affairs (DEA), if GoM so chooses and subject to approval by GoI. Loan Guarantee/comfort letter may be provided by GoM, if required, for borrowing from National Sources to make the borrowing cost cheaper.
- 12.8 To arrange alternative financing from sources other than GoI, if even after the approval of the GoI, the bilateral loan/any other multilateral loan/other financial loan does not come through in 'two years' time.
- 12.9 To provide Grant and cost towards Land and R&R, if the State entity 'Pimpri Chinchwad Municipal Corporation (PCMC)' show inability in terms of financing pattern Table in clause 1.3 above.
- 12.10 To provide cost towards Interest During Construction if the State entity 'Pimpri Chinchwad Municipal Corporation (PCMC)' show inability in terms of financing pattern Table in clause 1.3 above.
- 12.11 To bear any cost escalation as may be approved by Government of India.
- 12.12 To set up a dedicated Urban Transport Fund (UTF) at the State level as well as at the city/metropolitan area level in consultation with MoHUA through levy of dedicated taxes/levies, betterment tax/impact fee, development charges and higher FAR in the influence zone of Metro Railway stations as envisaged in National Urban Transport Policy, 2006 to create pool of resources for replacement of assets and providing operational subsidies, if any, not only for this project but other Urban Transport projects as well. The amount realized from the increased land and property value capture from sale/rental proceeds would be credited to Dedicated Urban Transport Fund.
- 12.13 To facilitate transfer of fund collected in Urban Transport Fund at State level and city level to Maha Metro.
- 12.14 To ensure that resources collected under VCF, enhanced stamp duty, provision of additional FAR/FSI etc. under UTF is passed on to MahaMetro.



- 12.15** To provide subordinate debt for its State/local taxes and duties/levies.
- 12.16** To provide assistance in disposing of, resist and resolve any obstacle or impediment created or placed by any person to thwart or challenge the implementation of the Project or any part thereof.
- 12.17** To expeditiously acquire land/properties identified in the alignment, free from encroachments and encumbrances and handover possession of the same to the MAHA METRO and also to ensure that land acquisition shall not become reason for delay in implementation of the project.
- 12.18** To facilitate compensation mechanism based on issuance of Transfer of Development Rights (TDRs) in lieu of cash compensation for acquisition of land for the Project.
- 12.19** To covenant that it will not restrict the use of the land in any way and that the MAHA METRO shall, at all times, have full freedom and discretion to develop and use the land, subject to zoning or rezoning of the land or any part thereof, in a manner consistent with its intended use only in the Project and subject to all applicable Laws, Rules and Regulations, in force from time to time.
- 12.20** To provide all such necessary assistance reasonably requested by MAHA METRO with respect to clearances and preparation of the land for use including commercial exploitation thereof with a view to improving the financial sustainability of MAHA METRO, subject to all applicable laws in force, from time to time.
- 12.21** To initiate or amend, any law, rule, order or notification necessary or desirable for the implementation of the Project, subject to the provisions of the law and the Constitution of India.
- 12.22** To finance cash losses, if any, and capital expenditure during the operational phase from its own resources in case the same cannot be provided by MAHA METRO.
- 12.23** The monitoring of the project for timely completion will be done by the existing High Powered Committee (HPC) under the chairmanship of the Chief Secretary of GoM with the composition of other members like Secretaries of the concerned departments of the State Government, heads of Civic Bodies etc., to address and sort out all State level issues regarding implementation, particularly with regard to land acquisition, diversion of utilities, shifting of structures in the project alignment, rehabilitation of project affected persons, multi-modal integration and such other matters where the State Govt. has to facilitate quick action. The Committee so constituted shall normally meet once in a month or more often if required, to sort out all these issues expeditiously.
- 12.24** To accord high priority for integration of various modes of transport including non-motorised modes, which would act as feeder/evacuation system to the Pune Metro system with a view to improve the ridership including pedestrianization, public bike sharing

facility, feeder buses, adequate parking space for bicycles & cars and bus/taxi/auto stands at the stations, improvement in the city bus service to introduce modern ITS enabled buses, public bicycle system, National Common Mobility Card and integrated ticketing across all modes of transport and all operators in the city.

- 12.25** GoM should provide common mobility card to provide integrated ticketing and seamless travel across all modes and all operators in the city.
- 12.26** GoM shall ensure that the metro rail project provides for first and last mile connectivity, accessibility and appropriate security arrangements.
- 12.27** To set up a Unified Metropolitan Transport Authority (UMTA), duly backed by legislation, to facilitate coordinated planning and implementation of projects related to urban transport and their integrated management.
- 12.28** To set up a Traffic Information Management Control Centre (TIMCC) for effective traffic monitoring and enforcement as well as for data generation and data collection for future planning.
- 12.29** To set up and implement National Public Transport Helpline (NPTH) to provide information regarding various aspects of public transport such as routes, arrival/departure times, route planning, ticketing etc. in the city;
- 12.30** To ensure that city corporation shall come up with a parking policy wherein parking fee represents the true value of the land occupied, which is used to make public transport more attractive; banning of parking on arterial/ring roads; provision of multilevel parking centre in city centre with park-and-ride facility etc.
- 12.31** To ensure that city corporation shall come up with an advertisement policy to tap advertisement revenue on public transport, intermediate public transport, public utilities and street furniture etc.
- 12.32** To endeavor to economize on the cost of the project through Value Engineering, minimum land acquisition, adoption of technological innovation during the project life cycle.
- 12.33** To ensure flow or realizable VCF in the SPV account in terms of Para (D) (vii) (b) of Metro Rail Policy, 2017 for meeting O&M, escalation, debt servicing etc. of the project in a manner that will reduce burden on the State exchequer.
- 12.34** To enable Maha Metro to raise cheaper long-term debt in the domestic market by allowing it to issue corporate debt bond in terms of Para (D) (xi) of Metro Rail Policy, 2017 by arranging Guarantee/Comfort letter, if required, to make borrowing cost cheaper.
- 12.35** To ensure that the electric power is made available to the project on a no-profit-no-loss basis, subject to the applicable laws and orders of the State Electricity Regulatory Commission.

- 12.36** To facilitate property development by the SPV near stations, depots and metro alignments to the extent possible. GoM shall also undertake the Transit Oriented Development and Land Use Densification for the Project's Corridors and its influence zone, for planned development of the region as well as to increase the ridership and decrease the overall travel demand.
- 12.37** To make statutory/Institutional arrangement for periodic fare revision for not only the proposed metro, but also for other competing modes. A mutually agreed schedule for periodic revision of fares, for the metro as well as other modes of transport issued by GoM shall form part and parcel of this MoU.
- 12.38** To bear the cost of procurement of additional rolling stock required for the passenger traffic more than the DPR estimates, if cannot be provided by Maha Metro.
- 12.39** To repay the senior term debt as and when it becomes due on account of cash losses, in case Maha Metro is not able to pay to Gol;
- 12.40** To designate one of the State Government nominees as full time Managing Director of the company with the prior consent of Gol.
- 12.41** Not to transfer or remove the MD of the company, the State Government nominee, without the prior consent of Gol.
- 12.42** The Managing Director shall not be given any other additional assignment without prior written permission of Gol;
- 12.43** Not to give any new assignment to Maha Metro unilaterally.
- 12.44** To place the State Government officers/Officers working under the control of the GoM, if required, on deputation to Maha Metro under the administrative control of the Board of Directors of SPV.
- 12.45** GoM should ensure that Maha Metro does not default on repayment of loan and notwithstanding the cash flow of the Maha Metro, GoM should make the payments through direct financial support or credit enhancement support for the refinancing, and not by the Gol.
- 12.46** GoM will not change the 50:50 equity sharing of Gol and GoM in Maha Metro except with the prior approval of Gol.
- 12.47** To take note of the observations of Ministry of Home Affairs (MHA), Gol on security issues and ensure taking adequate necessary steps accordingly.



### **13.0 OBLIGATIONS OF GOI**

- 13.1** To provide Grant, totaling to ₹ 67.02 crores (Rupees Sixty Seven Crore and Two Lakhs only) and release the Grant to the extent possible before the Senior debt/PTA is drawn with the objective of minimizing the interest burden on the project.
- 13.2** There is no Subordinate debt by Gol.
- 13.3** Gol will facilitate to make available multilateral or bilateral loan funds or any other multilateral loan fund equivalent to ₹ 402.11 crores (Rupees Four Hundred Two crores and Eleven lakhs only) or any such additional amount as sanctioned, directly to MAHA METRO as per the provisions of the contract through gross budgetary resources in the form of Pass Through Assistance on back to back basis.
- 13.4** To approve the technical standards and specifications as well as various rules under the Central Metro Acts to be followed for the project.
- 13.5** To provide for safety certification by the Commissioner of Metro Railway Safety.
- 13.6** Not to give any assignment to the SPV or to the MD of the Company unilaterally.
- 13.7** To place the annual report of MAHA METRO through appropriate authority before the Parliament.
- 13.8** To reply to Comptroller and Auditor General's (C&AG) audit observations.
- 13.9** To place the Gol Officers, if required, on deputation to MAHA METRO under the administrative control of the Board of Directors of MAHA METRO.
- 13.10** There will be no liability on the part of the Gol if the ridership does not materialize and / or the Project does not make adequate profits/surplus.
- 13.11** To set up the Fare Fixation Committee, periodically, based on the request of SPV in accordance with the Metro Railways (Operation & Maintenance) Act, 2002 as amended from time to time.
- 13.12** The Gol would not finance cash losses and capital expenditure during the operational phase and its requirements would be financed by the SPV and/or the State Government from its own resources.
- 13.13** Gol will not share any cost towards procurement of additional rolling stock in the second and subsequent years of operation, as this would not be a part of the Project cost.
- 13.14** The State/local taxes would not form part of the project cost to be shared by the Government of India.

13.15 The last installment of fund will be issued by the Gol after the final installment received from the GoM.

13.16 No waiver of Central taxes/duties shall be provided by Gol.

#### **14.0 COVENANTS, OBLIGATIONS, ETC. OF MAHA METRO (SPV)**

14.1 MAHA METRO which has been set up as a joint venture of Gol and GoM is meant exclusively for implementation of metro rail projects in the State of Maharashtra outside Mumbai Metropolitan Region and no new / other assignments should be given to the company by the promoters unilaterally. MAHA METRO shall construct, develop, commission, operate and maintain the Project, in accordance with the approved Project Schedule and applicable Laws.

14.2 Maha Metro, in implementation of the project, shall generally adopt and follow the due process, norms and rules established for undertaking of works and procurement of Goods, materials and services, for such tendering and after observing the guidelines and circulars issued by the Department of Economic Affairs, Department of Public Enterprises, Central Vigilance Commission, GoM policy as amended from time to time, for all tenders and contracts as necessary to strengthen the Corporate Governance and shall be subject to the audit by CAG, State Legislature scrutiny and Parliamentary scrutiny.

14.3 Maha Metro shall be bound by such directions on question of policy, as the Central Government may give in writing from time to time after giving due opportunity to the Maha Metro to express its views before giving any direction.

14.4 To strictly follow and comply with the prescribed codes and specifications for various items for construction and operation as well as the safety standards set by the Appropriate Authorities.

14.5 The Maha-Metro would also set up and maintain a National Level Facility as per directions of MoHUA, Gol for capacity building at institutional level for research, national database, training, etc in the field of urban transport which would be managed by the Institute Urban Transport (India), as envisaged in the National Urban Transport Policy 2006.

14.6 To open any section for public carriage of passengers only after the Safety has been certified by the Commissioner of Metro Railway Safety;

14.7 To engage Competent Operators/Drivers and other skilled operators possessing the prescribed qualifications after passing necessary tests.

14.8 To undertake to pay in case of accidents, as ordered by the concerned Authority.

14.9 Maha Metro shall not change funding pattern without prior approval of the promoters.



**14.10** Maha Metro shall not undertake any new assignment unless the entrustment of new assignment is agreed to between the promoters mutually.

**14.11** To engage, recruit or employ to the extent required, personnel, employees, staff, officers, servants, labour, workmen, contractors, etc., local or otherwise, temporary or permanent, during the implementation of the Project, in its own name and account and shall alone bear and remain liable towards all or any payment of wages, salaries, perquisites, benefits, fees, claims etc., thereto. Nothing in this clause shall preclude any outsourcing of functions as approved by the Board of SPV or power delegated by the Board. Persons employed on such outsourced functions shall not be treated as employees of the company.

**14.12** It is further agreed and understood that at no stage such personnel, employees, staff, officers, servants, labour, workmen, contractors, local or otherwise, temporary or permanent, recruited employed or engaged in the development, construction, commissioning and operation of the Project by the SPV or otherwise in the Project, other than those on deputation shall be held or deemed to be personnel, employees, staff, officers, servants, labour, workmen, contractors of GoM or Gol.

**14.13** To frame its own rules, regulations, procedures, working arrangements, management, corporate governance from time to time to cover/govern all matters of administration and all other incidental and related matters not inconsistent with the provisions of the Companies Act, 2013 or the MoU.

**14.14** Maha Metro may implement the Project and raise senior term debt from the market within the financing pattern as per clause 1.3 above with prior approval of Gol and GoM. If required, GoM may provide Guarantee/Comfort letter for such debt from domestic sources to make the borrowing cost cheaper.

**14.15** To make repayment of subordinate debt to Gol and GoM proportionately only after repayment of entire senior term debt availed for the Project.

**14.16** Maha Metro shall undertake and covenant that it shall open and maintain an Escrow Account with a Scheduled Bank within the meaning of Banking Regulation Act 1949, as may be required by the Senior Term Debt Lenders subject to such terms and conditions, validity, enforceability and performance of respective obligations and duties and to execute such agreements as may be deemed necessary and that the Escrow Account shall be maintained till all the obligations of Senior Term Debt Lenders have been satisfied. Gol shall have the first charge on the Escrow Account.

**14.17** The entire loan amount disbursed by multilateral or bilateral lending agency under a Loan Agreement shall be the liability of SPV for the purpose of repayment of loan through Gol. The repayment of loan of Gol by Maha Metro shall be through Escrow Account.



- 14.18** The external assistance, if any will flow on back to back basis as per Standard arrangement of Department of Economic Affairs (DEA).
- 14.19** The debt servicing liability of Maha Metro with regard to multilateral or bilateral lending agency, the loan portion shall be reckoned based on the repayment schedule received from multilateral or bilateral lending agency in rupees terms.
- 14.20** To take note of the observations of Ministry of Home Affairs (MHA), Gol on security issues and ensure taking adequate necessary steps accordingly.
- 14.21** To make statutory arrangements for periodic fare revision and a mutually agreed schedule for periodic revision of fares as well.
- 14.22** Maha Metro shall obtain all necessary and statutory clearances of Central and State Governments as applicable to the Project.
- 14.23** Maha Metro shall explore the possibility of PPP in other areas of activities related to the metro project in terms of Para (E) (iii) (b) of Metro Rail Policy, 2017.
- 14.24** Expenditure on O&M and debt servicing should be the responsibility of Maha Metro. In case Maha Metro fails in this respect, the liabilities will be borne by GoM in terms of Para (D) (iv) (d) of Metro Rail Policy, 2017.
- 14.25** To finance cash losses and capital expenditure during the operational phase and its requirements would be financed by the Maha Metro and/or GoM from its own resources, if Maha Metro is unable to finance such losses.
- 14.26** Maha Metro shall explore the possibilities of engaging private sector in medium to long term maintenance of its assets and labour intensive services to economize on O&M costs.
- 14.27** Any additional burden created on GoM by virtue of this MoU, shall be borne by the Maha Metro by way of commercial exploitation of land transferred to it other than the land mentioned in DPR.
- 14.28** Maha Metro shall ensure that the station designs are to be leaner and modular commensurate to the ridership estimate of each station. The metro stations should be designed and constructed with toilets in the paid area. The toilets should be part of the project cost.
- 14.29** In line with the vision of "Atmanirbhar Bharat Abhiyan" and Gol's "Make in India" initiative, Maha Metro shall ensure that the indigenous procurement of all the major metro rail components are as per the minimum local content formed by MoHUA time to time.
- 14.30** To follow the Gol's decisions with regard to safety, standardization and indigenization of various metro rail components.



- 14.31** To give compensation by way of Transfer of Development Rights (TDR), if authorized by GoM, in lieu of cash compensation for acquisition of land for metro rail project as an optional method of payment.
- 14.32** To undertake property development by the SPV near stations, depots and metro alignments to the extent possible.
- 14.33** Delay in acquisition of land should not impact construction of station and operationalization of the project.

## **15.0 GENERAL**

- 15.1** All additions, supplements, amendments or variations to this MoU shall be in writing and shall be jointly signed by the duly authorized representatives of the Parties.
- 15.2** Each Party shall hold in strict confidence all confidential information received by it from the other Party, whether notified as confidential or not (herein "Confidential Information"). The Party receiving such Confidential Information shall not publish or otherwise disclose or use the Confidential Information for its own purposes (otherwise than as may be required by it, its professional advisers, or potential lenders or investors to perform its obligations) and shall cause its directors, officers, employees, servants, agents and contractors, to be similarly bound by these covenants.
- 15.3** The execution, interpretation, construction and performance of this MoU shall be governed by and construed according to the Laws of India.
- 15.4** This MoU shall not constitute either Party as a partner, agent or legal representative of the other Party. Neither Party shall have any right or authority to assume, create or incur any liability or obligation of any kind, expressed or implied, against, in the name of or on behalf of the other Party except in accordance with this MoU or as may otherwise be agreed in writing by the Parties.
- 15.5** Each Party agrees to do such other and further acts and things, and to execute and deliver such additional instruments and documents, as either Party may reasonably request from time to time whether at or after the execution of this MoU, in furtherance of the express provisions and purposes of this MoU.
- 15.6** Subject to the provisions of the Constitution, any difference of opinion arising between Gol and GoM in the implementation of this MoU, the same will be resolved through mutual discussions or as per the institutional mechanism defined for this project in the Gol sanction letter No. K-14011/21/2019-MRTS-II dated 23.10.2023.



**IN WITNESS WHEREOF the Parties have executed this Memorandum of Understanding  
on the .....by their duly authorized representatives.**

Signed, Sealed and  
Delivered for and on  
behalf of the  
President of India

Signed, Sealed and  
Delivered for and on  
behalf of the Governor  
of State of  
Maharashtra  
represented through

Signed, Sealed and  
Delivered for and on  
behalf of MAHA  
METRO

**Anurag Jain**  
(Authorised Signatory)  
**Secretary**  
Ministry of Housing and  
Urban Affairs, Govt. of  
India

**Sujata Saunik**  
(Authorised Signatory)  
**Chief Secretary**  
Govt. of Maharashtra

**Shravan Hardikar**  
(Authorised Signatory)  
**Managing Director**  
MAHA METRO